

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "TOWAN," 2,338 " W. A. Valentine.
 "FATSHAN," 2,360 " R. D. Thomas.
 "KINSHAN," 1,995 " J. J. Lossius.
 "HEUNGSHAN," 1,998 " R. D. Thomas.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons Captain E. H. Grainger.
 "SUI-TAI," 1,651 " G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 6 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 508 tons Captain J. Willox.
 "NANNING," 509 " Mackinnon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 18th February, 1907.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	First half March	JAPAN	First half March
TJIBODAS ...	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG ...	JAVA	Second half March	JAPAN	Second half March
TJIMAH ...	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP ...	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

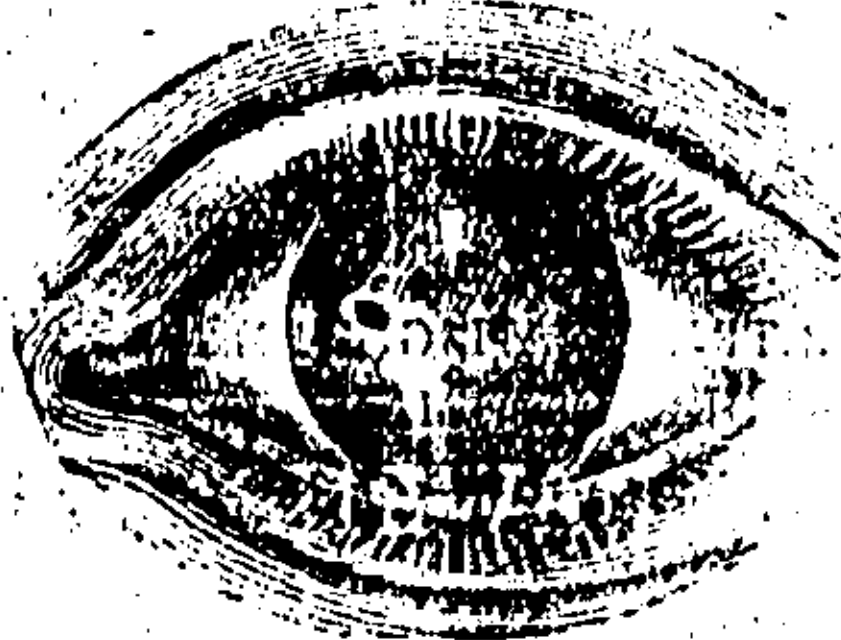
Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 16th February, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 "WEST RIVER BRITISH S.S. CO."
 HONGKONG.
 Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 London, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 37, Des Vaux Road Central,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 PREUSSEN WEDNESDAY, 27th February.
 PRINZESS ALICE WEDNESDAY, 13th March.
 PRINZ LUDWIG WEDNESDAY, 27th March.
 SACHSEN WEDNESDAY, 10th April.
 ZIETEN WEDNESDAY, 10th April.
 PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.
 BAYERN WEDNESDAY, 22nd May.
 PRINZ HEINRICH WEDNESDAY, 5th June.
 SCHARNHORST WEDNESDAY, 19th June.
 ROON WEDNESDAY, 3rd July.

* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 27th day of February, 1907, at Noon, the Steamship PREUSS-SEN, Captain Nabholz, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port, as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Utensils can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
 HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
 PRINZ WALDEMAR 3,227 THURSDAY, 28th February.
 PRINZ SIGISMUND 3,302 THURSDAY, 28th March.
 MANILA 1,790 SATURDAY, 20th April.

ON THURSDAY, the 28th day of February, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain W. von Senden, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$80.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return	\$42.00
TO BRISBANE	\$34.00	\$20.00	\$14.00	Return	\$54.00
TO SYDNEY	\$33.00	\$20.00	\$15.00	Return	\$59.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return	\$62.50
TO YOKOHAMA	\$38.00	\$26.00	\$16.00	Return	\$70.00
TO KOBÉ	\$43.00	\$27.00	\$16.00	Return	\$72.00
TO YOKOHAMA & back from KOBÉ to HONGKONG ...	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA } PRINZ LUDWIG WEDNESDAY, 27th Feb.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA } ZIETEN WEDNESDAY, 13th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS,
 Hongkong, 15th February, 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

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D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
 7:00 a.m. to 7:30 a.m. ... Every 30 minutes.
 7:30 a.m. to 9:30 a.m. ... Every 10 minutes.
 9:30 a.m. to 11:00 a.m. ... Every 15 minutes.
 11:30 a.m. to 12:45 p.m. ... Every 15 minutes.
 12:45 p.m. to 1:15 p.m. ... Every 10 minutes.
 1:15 p.m. to 1:45 p.m. ... Every 15 minutes.
 1:45 p.m. to 2:15 p.m. ... Every 10 minutes.
 2:15 p.m. to 3:00 p.m. ... Every 15 minutes.
 3:30 p.m. to 6:00 p.m. ... Every 15 minutes.
 6:00 p.m. to 6:30 p.m. ... Every 10 minutes.

NIGHT CARS.

8:45 p.m. and 9 p.m., 9:45 p.m. to 11:15 p.m. every half hour.

SUNDAYS.

8:00 a.m. to 9:00 a.m. ... Every 15 minutes.
 9:00 a.m. to 9:30 a.m. ... Every 30 minutes.
 9:30 a.m. to 10:30 a.m. ... Every 15 minutes.
 10:30 a.m. to 11:00 a.m. ... Every 10 minutes.
 12:00 Noon to 1:00 p.m. ... Every 10 minutes.
 1:00 p.m. to 2:00 p.m. ... Every 15 minutes.
 2:00 p.m. to 6:00 p.m. ... Every 10 minutes.
 6:00 p.m. to 7:00 p.m. ... Every 15 minutes.
 7:00 p.m. to 8:00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11:30 and 11:45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.
 Hongkong, 27th August, 1906.

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
公司隆李

CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their FURNITURE STORE

at
 No. 39, DES VAUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to and CHARGES very moderate.

INSPECTION INVITED.
 Hongkong, 16th February, 1907.

For Sale.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET.

Hongkong.

Hongkong, 28th April, 1906.

[52]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, loss of appetite, and a general feeling of depression and weariness. Now, what is absolutely essential in such a case is a remedy which will not only restore the system to its normal condition, but will also prove that as night succeeds the day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination. So sure is it that it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE

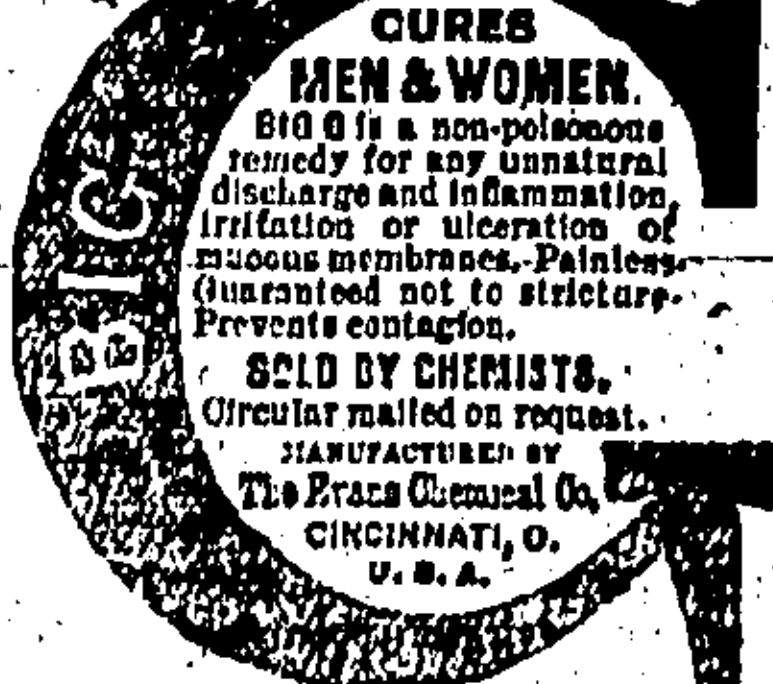
LIGHTED UP AFRESH, and a new existence imparted in place of what had so lately seemed worn-out, used up, and valueless. This wonderful medicine is purely vegetable and innocuous, is agreeable to the taste, suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this wonderful and restorative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and invincible cure of human ailments.

THERAPION is sold by

Chemists throughout the world. The principal one in Hongkong is at the principal Dispensary, 20, Pedder Street. Purchasers should note that the word "THERAPION" appears on the wrapper. Stamp the white letters on a red ground affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

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AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1905.

Intimation.

Powell's

ALEXANDRA BUILDINGS.

GABINET MAKERS.

BED-ROOM SUITES.

DRAWING-ROOM SUITES.

DINING-ROOM SUITES.

LIBRARY FURNITURE.

Section Bookcases.

Writing Desks.

Writing Cabinets.

Library Tables.

Hanging Bookcases.

FURNITURE

Suitable for Presents.

Fancy Tables.

Ladies' Work Tables,
(fitted).

Smokers' Cabinets.

Spirit Cabinets.

Card Tables.

Palm Stands.

&c., &c., &c.

Residences completely
Furnished.

WM. POWELL, LTD.,

Alexandra Buildings,
HONGKONG.

Hongkong, 18th February, 1907.

Intimations.

NOTICE.

Mr. RACHEIRAM, who was acting as our Manager for some time, has from the 17th October, 1906, severed his connection with us, and the firm will not hold itself RESPONSIBLE FOR ANY DEBTS incurred by him hereafter or before.

K. A. J. CHOTIRMAIL & Co.

Hongkong, 8th February, 1907.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 20th, 21st and 23rd instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved for Chinese Ladies and their Female attendants in the Stand erected on the plot of Ground next to the Lusitano Club Stand.

T. F. HOUGH, Clerk of the Course.

Hongkong, 16th February, 1907.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1907.

TO-MORROW (WEDNESDAY), THURSDAY AND SATURDAY (OFF-DAY), 20TH, 21ST AND 23RD FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., at the Gate. Price 3/- for the Meeting (excluding the Off-Day), or 5/- per day.

Tickets for the Off-Day, 5/-.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 19th February, 1907.

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKET, which can be had on application to the Under-Signed.

T. F. HOUGH, Clerk of the Course.

Hongkong, 16th February, 1907.

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—

S. S.

C/o Hongkong Telegraph.

Hongkong, 5th February, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 22nd June, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

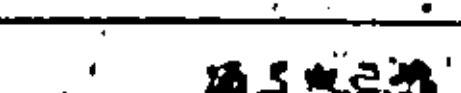
In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd October, 1906.

Auction.



PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE to sell by

PUBLIC AUCTION,

TO-MORROW,

the 20th February, 1907, at 10 A.M., at Ab King's Slipway, Wanchai, The HULL and MACHINERY of No. 7 Police Pinnace.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 19th February, 1907.

THE COPPER MINE RIOTS.

MARTIAL LAW PROCLAIMED.

The situation at Ashio Copper Mine is growing more alarming daily. On the afternoon of the 7th instant martial law was proclaimed over the whole of the Ashio district.

The town of Ashio was in a state of panic during Wednesday night, reports the *Japan Chronicle* of 9th inst. The inhabitants were highly alarmed, fearing that the town might at any moment be attacked by the rioters. All the able-bodied men remained outdoors throughout the night to guard against possible attack, while many of those possessing articles of value locked them in their godowns or carried them away for safety.

The advance guard of the troops sent out from the Takasaki Regiment—the dispatch of which was announced in our yesterday's issue—arrived at Ashio at 3 o'clock on Thursday afternoon, much to the relief of the inhabitants. The force dispatched from Takasaki consists of a battalion under the command of Major Yoshino. They left Takasaki on Wednesday evening, arriving at Nikko at 8.30 o'clock the following morning and forced the march on to Ashio, receiving a hearty ovation from the inhabitants on their arrival. The advance guards—330 men and 20 officers under the command of Captain Ishiwara—immediately went on duty.

From further particulars to hand regarding the disturbance, it appears that the number of houses burnt by the rioters at Motoyama on Wednesday totalled no fewer than 830. A charged corpse was discovered amongst the debris and the bodies of two other men who were killed by falling down the pit were subsequently discovered. About 150 officials of the mine are reported to be missing.

Out of the total force of the Police in Tochigi Prefecture numbering 508 men, 331 are assembled at the Ashio Mine.

The rioters who gathered at Motoyama on Wednesday stole a quantity of saki from the store room and freely indulged in it, subsequently setting fire to a spacious store house which is fully stocked with rice, provisions and oil. As the flames raged furiously the men, most of whom were intoxicated, shouted and yelled, so that the din could be heard for miles. The rioters threw dynamite into an adjoining oil store, which was blown up with a tremendous report. The flames rapidly spread to the adjoining store-house, and then to a powder magazine, which exploded with frightful force.

Referring to circumstances attending the assault on Mr. Minami, head of the mine, one message states that the gentleman, who was taking shelter beneath the verandah of his house, heard the rioters cry "Set fire!" after they had smashed the furniture and clothing. At this, Mr. Minami crawled out to the compound, where he found a few men. He begged them to save his life, offering to accede to any demands they might make. These men allowed Mr. Minami to go. But a mob of about 20 men subsequently saw him and gave chase, seriously assaulting him as previously mentioned. His family are missing—it is not known whether they escaped—while two of the minds of his house were badly injured. Mr. Minami succumbed to the wounds sustained at 4 p.m. on Thursday.

An omnibus which left Nikko at 9 o'clock on Wednesday evening with mails was attacked by a gang of the rioters near the Watarase bridge, close to Ashio. The window glass of the vehicle was smashed, and the driver was severely injured. The rioters then made off, and the postmen managed with great difficulty to bring the mails up to Ashio.

About 200 of the drunken rioters, having done enormous damage, went down the pit and for a time quiet prevailed outside. While under the influence of saki over ten of the men were burnt to death in the fire.

A policeman, who was leaving the house of Mr. Minami with the Imperial Portrait, was severely assaulted and injured, while another constable, who attempted to stop some of the men from making a fire for the purpose, as they alleged, of warming themselves, met with similar brutal treatment.

Prosecutor Yoshida and Judge Fujinuma, who came to the scene of disturbance from Utsunomiya, apparently deemed discretion the better part of valour and fled from their hotel on Wednesday night on information reaching them that the rioters were coming to attack them. The Prosecutor and Judge returned to the scene of the disturbance together with the troops.

The Superintendents of the Utsunomiya Police, who are at Ashio with five inspectors and 100 policemen have arrested many of the rioters. Already over 80 arrests have been made, and each of these men were found to be in possession of small swords and dynamite.

On Wednesday some newspaper correspondents were attacked at Ashio by the rioters. A report reached Ashio that the rioters were coming to storm the place, and the superintendent of the Nikko police informed the correspondents that the police were powerless to give them full protection, urging them to take every means of precaution and to confine themselves to their hotels.

Despite this caution they continued their task and went everywhere in search of news. At 4 p.m. the correspondents of the *Kokumishi Yamato* and *Shimizu Shinbun* (a *Tochigi* paper) were missed. A search was instituted, but nothing was heard of them until 5 o'clock on the following afternoon, when they made their appearance dishevelled and grimy. They stated that at 4 o'clock on the previous day they proceeded in the direction of Motoyama, and had not gone far before they were attacked by a mob of about 50 men, who were each armed with heavy iron bars. They managed to break from the line of the rioters and hired an omnibus in which they drove at full speed in the direction of the Hoso-o pass taking shelter at a farmer's house at Kanakoji, Ashio, and

there they spent the night. Subsequently the miners followed them up and came to the house in which the correspondents were. The newspaper men—so they say—concealed themselves under the floor, and the rioters, having searched in vain for them, went away, thus allowing their quarries to escape. The story sounds good, but it is given a still more "fairylike" touch by the statement of the correspondent of the *Yamato* that while concealed under the floor he shaved off his moustache in order to disguise himself and escape the attention of the rioters.

Notice of Firm.

NOTICE.

MR. HERBERT RICHARD BUDD HANCOCK is this day authorised to Sign the name of our Firm.

SHEWAN, TOMES & Co.

Hongkong, 15th February, 1907.

Intimations.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. TO-MORROW (WEDNESDAY) and THURSDAY, the 20th and 21st instant respectively.

Hongkong, 19th February, 1907.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business at 11.45 A.M. TO-MORROW (WEDNESDAY) and THURSDAY, the 20th and 21st instant, respectively.

By Order,

A. R. LOWE, Secretary.

Hongkong, 19th February, 1907.

THE SHIU ON STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE COMPANY will be held at the Company's Registered Office No. 8, Queen's Road West, Victoria, Hongkong, on THURSDAY, the 9th day of the 1st Moon of the 33rd year of Kwong Sui (the 21st day of February, 1907), at 12 o'clock noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 5th day of February, 1907, will be submitted for confirmation as Special Resolutions:—

- 1.—That the capital of the Company be increased from \$150,000 to \$350,000 by the issue of 5,000 fully paid up new shares of \$20 each ranking for dividend, voting power and in all other respects pari passu with the existing shares of the Company.
- 2.—That such new shares be offered in the first instance to the persons who on the 19th day of February, 1907, shall be the registered shareholders of the Company in the proportion of one new share for every old share held by them and that such offer be made by notice specifying the number of shares which each such registered shareholder shall be entitled to take up and limiting the time within which the offer if not accepted by payment of the full amount of \$20 per share will be deemed to be declined and that the Directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company.

By Order of the Board,

CHAU CHEUK FAN, Manager.

Shiu On Steamship Co., Ltd.

Hongkong, 5th February, 1907.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE, Secretary.

Hongkong, 1st February 1907.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned at 11 A.M., on THURSDAY, the 7th March.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st inst. to the 7th proximo, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong Fire Insurance Company, Limited.

Hongkong, 11th February, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 31st December, 1906, at the rate of ONE POUND AND FIFTEEN SHILLINGS together with a BONUS OF ONE POUND STERLING per Share of \$125, is Payable on and after MONDAY, the Eighteenth day of February, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 16th February, 1907.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

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SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION OF THE CITY OF VICTORIA and the EASTERN DIVISION OF KAU-LUNG occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "Throughout" used in this notice means that the House should be Limewashed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Limewashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North, and thereof through the Yaumatei service Reservoir to the Northern boundary of Kau-lung.

G. A. WOODCOCK, Secretary.

Dated this 1st day of February, 1907.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHARTERS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES.

Sole Agents for

FELGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUEUR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and

any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & Co.

Hongkong, 10th January, 1903.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TWENTY CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1904.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "LOTHIAN" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and for from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 14th February, 1907.

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NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 9.30 A.M.

All Claims must reach us before the 25th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 15th February, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Intimation.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeros.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWN	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWN	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

BIRTH.

MAXFIELD.—At Cornfield-villas, Linthorpe, on 11th ult., LAURA MAXFIELD, widow of the late Captain Fred Maxfield, of a son.

MARRIAGE.

At Honglok Canton, Thursday, February 7th, Mr. OLIN D. WANNAMAKER and Miss KATHERINE HUME. The ceremony was performed by the Rev. O. F. Wisner. [244] Jan. 12, at Paddington, J. G. ST. CLAIR ANDERSON to Alice Lilian Maud, daughter of late S. W. Baker, late of Hongkong.

DEATH.

MAXFIELD.—At Cornfield-villas, Linthorpe, on 12th ult., LAURA, widow of the late Captain FRED MAXFIELD, aged 39 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 19, 1907.

ANOTHER MERCANTILE QUESTION SHELVED.

On the subject of the registration of partnerships, merchants in the Straits have been well to the fore in discussing and considering the advisability of adopting a scheme having that end in view. The question has been debated from every standpoint, and while many have expressed their belief in the efficacy of having a law which would do away with the number of fraudulent bankruptcies which are annually recorded by the Official Assignee there is a militant minority which has succeeded time after time in frustrating the adoption of such a protective measure. They have argued that a law which made it compulsory on all firms operating on any extensive scale to register the names of the partners would be an undue interference with the mercantile interests of the Settlements and they have all along stood out against the proposal. Last year the Government of the Straits introduced a Bill for the registration of partnerships. It may be candidly admitted that the Bill as it stood was not a good one. It was far too comprehensive, too diffuse and actually lent colour to the arguments of its opponents that it would prove not merely unworkable but fatal to the interests of the smaller firms doing business in the South. The Government did not attempt to exercise pressure in passing the Bill; they simply adopted the principle embodied in the preamble, and requested the three leading bodies representing the views of the merchants to give their consideration to the Singapore Chamber of Commerce, the Chinese Advisory Board and the Singapore Chinese Chamber of Commerce. It was hoped that these three bodies would make suggestions which could be incorporated

in the Bill, thereby attaining the object of the Government and those favourable to the measure, without offending the minority which was against it. The attitude of the Government seemed reasonable enough, and many hoped that a middle course favourable to the passage of the Bill would be found. In Hongkong those who have advocated the adoption of a law framed on similar lines watched the situation with the deepest interest. The subject has frequently been before the Chamber of Commerce here and as frequently rejected as impracticable, the view held being that the compulsory registration of partnerships would tend to hamper and handicap trade in a most undesirable manner. When Singapore took up the matter, there was reason to believe that the difficulties apprehended locally would be cleared away, and the matter, so far as Hongkong is concerned, has been allowed to remain in abeyance pending developments in the South. Now the three bodies in Singapore to whom consideration of the proposed law was submitted have sent in their reports, and from the *Singapore Free Press* we learn that: "Each one of these bodies is in opposition to the Bill in so far as most of the members present at the meetings of the organizations are concerned, and by some it is urged that the bill will not only hamper trade, but will even be an engine of greater fraud than at present exists." Our contemporary is, like the *Hongkong Telegraph*, thoroughly in favour of the principle of registration and holds "that if the commercial community had approached this bill in a different spirit it would have been possible to make a working measure of it. As it is now, it would appear as if the merchants of Singapore are utterly opposed to the measure, and we do not believe that we shall be far wrong in saying that those who have voted against it are not only opposed to the measure, but are—despite their protests of negation—opposed to the principle also. But in saying that the merchants are so opposed, we proceed to qualify that remark by saying that a certain number are opposed to it." There is good reason for the qualification because it seems that although the Chamber of Commerce was represented as opponents to the Bill only 19 out of the 60 firms composing the Chamber could be got together to vote for the "protests of negation." Then, "as to the meeting of the Chinese Advisory Board eleven members out of twenty attended, and the Hon. Tan Jik Kim took no part in the discussion. Thus here there was a majority of half, which is a substantial though not overwhelming one." It was impossible to discover how many members of the Chinese Chamber of Commerce were opposed to the measure so that "the value of the recommendation is considerably discounted." The conclusion arrived at is that the Government is face of the expressed opinion of the mercantile community will drop the measure and await a more favourable opportunity for its reintroduction. The unfortunate part of the business is that these representative bodies which considered the proposed measure seem to have made no attempt to improve the Bill or make its provisions less restrictive. They simply indulged in destructive criticism. Their minds were made up; the registration of partnerships was an impossible principle in their eyes; therefore the Bill must be bad and so out with it. Some of them denied that they were opposed to the principle, but we can only judge from results and as they made apparently no suggestions for its improvement they must be considered antagonistic. It is much to be regretted that a measure of such importance should have received such sorry treatment. It means that the scheme has been shelved indefinitely, and that the opponents of the project in Hongkong have the laugh all on their own side, for it is ridiculous to suppose that after the Singapore experience there would be any bold enough to do more than bring it out of its dusty environment, give it a hopeless look, carefully brush the cobwebs from its covers and put it back on the shelf again.

LOCAL AND GENERAL.

The King has been graciously pleased to appoint Mr. Henry Edward Sly to be His Majesty's Vice-Consul for the Provinces of Kwangtung and Kwangsi, to reside at Canton.

Mr. Arthur Spencer Garfit has been appointed secretary of the Institute of London Underwriters, in the place of Mr. C. H. Stanley, resigned through ill-health. Mr. Garfit was London underwriter of the China Traders' Insurance Company, which was recently taken over by the Union of Canton.

ORDERS have been issued for the armoured cruiser *Bedford*, Captain Seymour Emslie, to be completed to the full complement of 700 officers and men by Feb. 5, at Sheerness, where she is refitting, to relieve the *Diadem*, cruiser, Captain C. P. Umfreville, on the China Station. This will be the third commission for the *Bedford*. She was originally commissioned on Nov. 11, 1903, for service with the Channel Fleet, was transferred to the First Cruiser Squadron on its formation in November, 1904, and transferred to the *Sheerness* at March. Captain Emslie took over command of the *Bedford* on 14th ult.

ANOTHER fair house greeted the A.D.C. when the curtain rose for the third and last performance of "Facing the Music," which went as swingingly as the two previous performances, there being never a hitch from start to finish, the original Smith, facing the music bravely, and bearing his trials in a manner to command the admiration of all dwellers in flats. Taking the three performances together, the A.D.C. performers, generally, and Messrs. R. Sutherland and Robertson, the stage managers, in particular, are to be heartily congratulated upon achieving one of the biggest successes they have ever scored, since the A.D.C. came into existence. We would venture to suggest that a drama by our local amateurs would be much appreciated, seeing the dramatic talent there is to be found amongst the members.

"HOME and HEATH" writes us that for the first time in many years he was induced to break through his rule and journey to the Theatre Royal to see the Hongkong A. D. C. in "Facing the Music." The last time he went to a theatre was when the agitation against ladies' hats in the theatres at Home was at its height, and as he entered the auditorium he was at once struck with the manner in which the gentle sex had managed to get even with the mere male monsters who objected to sitting behind roof-gardens, perched on fair heads, when they went to witness theatrical performances. The fair frequenters of the stalls and dress-circles, says our correspondent, had evidently impromptu the shrine of Dance Fashion for an inspiration, and the result of their importunities is to be seen everywhere to-day, crowning ladies' heads, "here with a halo, there with butterfly wings, and elsewhere with what can only be described as sausage-rolls, standing well out above and beyond the fair wearers' ears." Certainly the hats were better, as by dodging a bit, one could get a glimpse of the performers, now and again, over the ladies' shoulders on the side on which the hats were turned up, but this new fashion of wearing the hair, being the same on both sides, precludes even that chance of an occasional glimpse of the stage. "Men are proverbially selfish," concludes our correspondent, "according to some people's notions, but it is not just a wee bit selfish of our fair friends to so adorn their heads as to form a screen between those sitting behind them and the stage?—Or is it only thoughtlessness? I would prefer to hope and believe it is the latter, and can therefore be more easily remedied."—So would we.

HONGKONG AND SHANGHAI BANK.

The half-yearly dividend announcement of the Hongkong and Shanghai Banking Corporation is of more than usual interest on this occasion, inasmuch as it is accompanied by the information that the directors have resolved to approach the Hongkong Government to amend the Bank's Ordinance in order to provide for an increase of capital. The board will recommend at an extraordinary general meeting to be called later the creation of 40,000 new shares of \$25 each, to be issued to shareholders at the price of £30, each in the proportion of one new share to two old. Seeing that the current price of the shares is well above 100, we need scarcely point out that there is a very substantial bonus for existing holders. We note that some criticism is being made upon the bank's action in issuing new capital upon such terms, and in many instances, no doubt, such a course would be unwise. The Hongkong and Shanghai Bank, however, is unusually strong. There has been a great expansion of business in the Far East, and it is generally recognised that its prosperity has been something exceptional. In these circumstances, therefore, the Bank can well afford to sacrifice an acknowledged help to its reserves in order to allow its shareholders to secure an exceptional bonus. We may point out that by the proposed issue the paid-up capital will be only raised to \$15,000,000, whereas the visible reserves amount to \$17,000,000. The dividend is without alteration at £1 15s per share, with a bonus of £1. On the present occasion the allocation to reserve is rather smaller at \$750,000, as against \$1,000,000, observes the *L. & C. Express* of 18th ult., but the surplus is practically the same as 12 months ago, the sum of \$1,700,000 being carried forward. The shares have undergone a sharp advance, rising 10 points on 16th inst. on the top of a rise of five points on the previous day. Yesterday a number of transactions were recorded between £10 and £15.

NEW DREDGER FOR STRAITS SETTLEMENTS.

For the improvement and deepening of the port of Penang, Straits Settlements, Messrs. William Simons and Co., Limited, Renfrew, have launched a powerful bow-wheel, centre-ladder, bucket, barge-loading dredger named the *Crab*. The dredger has been constructed under the direction of Messrs. Coode, Son and Matthews, Civil Engineers, Westminster, assisted by Mr. Robert Anderson, Renfrew, local inspector. The *Crab* is classed at Lloyd's. Propelling power is provided by one set of triple expansion surface-condensing engines supplied with steam from a steel boiler of Scotch type, constructed for a working pressure of 160 lbs. per square inch. Auxiliary plant, of most modern type, including independent circulating pump for circulating purposes, independent feed donkey pumps, evaporator, &c., is fitted up in engine room. The dredger's buckets have a total dredging capacity of 350 tons per hour; the maximum dredging depth is 30 ft. below low water level. Suitable clutches are provided for disengaging to and from the propelling engines and dredging gear. The arrangement of the dredging gear allows the dredger to take its own passage through banks and shoals. Comfortable quarters are provided for the officers and crew, and a complete electric light installation is fitted up on board, so that the dredger may be kept continuously at work, night and day, if required.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.
PRINCE FUSHIMI
OFF TO HONGKONG.

[From Our Own Correspondent.]

Shanghai, 19th February, 2.35 p.m.

Prince Fushimi visited the native city yesterday.
His Imperial Highness re-embarked for Hongkong last night.

[Reuter's.]

Indo-China.

LONDON, 17th February.

An agreement for the construction of the Lao Kai Yunnan railway has been signed in Paris by the Government and the Indo-Chinese Railway Company.

Russia.

The Constitutional Democratic party claim a large majority in the Duma and therefore insist that M. Stolypin must resign.

Obituary.

The death of Princess Clementine, the mother of Prince Ferdinand of Bulgaria, is announced.

Turkey.

Fehmin Pasha has been exiled and has embarked for Mydania, on the Sea of Marmora.

The United States.

The Senate has adopted the amended Immigration Bill without a division. By this the difficulty with Japan is settled, the Californians having agreed to admit the Japanese to the White Schools, immediately the Bill is passed.

KULANGSU MUNICIPAL COUNCIL.

MINUTES OF MEETING.

Minutes of meeting of the Kulangsu Municipal Council, held at Board Room, on the 29th January, 1907.

Present:—Messrs. F. B. Marshall (chairman), C. A. V. Bowra, A. F. Gardiner, Hwang, W. Kruse, S. Okuyama, W. H. Wallace, the Health Officer and the Secretary.

1. The minutes of the last meeting were read and confirmed.

2. The outgoing Council then retires and the incoming Council assumes office.

3. It is proposed by Mr. Wallace and seconded by Mr. Bowra that Mr. Marshall be chairman, and proposed by Mr. Marshall and seconded by Mr. Kruse that Mr. Wallace be vice-chairman. Carried.

4. The following Committees are elected:—Works: Messrs. Gardiner and Kruse. Watch: Messrs. Marshall and Bowra. Finance: Messrs. Wallace and Okuyama. Assessment: Messrs. Gardiner, Kruse and Bowra.

5. A letter is read from Mr. Lee Neo Kar concerning the road he wishes to close, and offering the ratepayers \$3,000 for the privilege he is seeking. The Secretary is directed to inform him the Council are prepared to submit an offer from him to a special meeting of ratepayers if he is willing to increase his offer to \$5,000 cash and construct a new road and drains for the same in accordance with the directions of the Council, and at his own expense, at the same time informing him that the decision of such a ratepayers' meeting would be subject to the approval of the Consular Body.

6. The Secretary is instructed to draw up "Standing orders" for the granting of building permits, for the sanction of the Council.

7. Mr. Hwang inquires why Chinese property owners were charged more assessment than formerly.

It is pointed out to him that, though they are now paying 1% instead of 9/10 of 1% in consequence of small owners of property, under the value of \$500, being no longer charged, this change of 1% was only what the Council were empowered to make as authorized at a ratepayers' meeting held on the 29th January, 1904.

8. The Superintendent of Police reports the following cases have been heard in the Mixed Court since the last meeting:—Summons: Illegal possession of land, 1; Debt, 3. Summary arrests: Using threats, 1; Kidnapping, 1; Theft, 1.

(Signed), W. H. WALLACE, Vice-chairman.

By Order,
C. BERKELEY MITCHELL,
Secretary.

SHIPPING AND MAILS.

MAILS DUE.

English (Macdonald) 21st inst., 10 a.m.
American (Hongkong Mail) 24th inst.
Indian (Kutling) 27th inst.
Australian (Kangaroo) 13th prox.

The P. & O. S. N. Co.'s s.s. *Banca* left Singapore for this port on 18th inst., at 1 p.m.
The C. N. Co.'s s.s. *Changsha* left Sydney on 17th inst., and may be expected here on 13th prox.

The C. N. Co.'s s.s. *Taming* left Manila today at 4 p.m., and may be expected here on 22nd inst., at 8 a.m.

The Imperial German Mail s.s. *Guttenau*, which left here on 13th inst., arrived at Shanghai on 17th inst., at 2 p.m.

The Imperial German Mail s.s. *Prinzess Alice*, which left here on 15th inst., arrived at Shanghai on 18th inst., at 6 a.m.

The N. Y. K. s.s. *Kagoshima Maru*, Bombay Line, left Kobe via Moji and Shanghai for this port on 16th inst., and is expected here on 26th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 6 p.m., on 18th inst., and left again at 3 a.m., Tuesday, for Kobe, where she is due to arrive at 3 a.m. on 20th inst.

THE RACES.

STEWARDS.—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Vice-Admiral Sir A. W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore H. Pigot Williams, R.N.; Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; Lieut.-Col. A. E. Aitken; The Hon. Mr. W. J. Gresson; Mr. J. A. Jupp; Captain F. W. Lyons; Messrs. J. C. Peter, H. P. White, H. F. R. Hunter, G. C. C. Master; and D. Macdonald.

CLERKS OF THE SCALE.—Messrs. H. P. White and D. Macdonald.

HANDICAPPERS.—Major H. P. E. Parker and Capt. F. W. Lyons.

STARTER.—Sir Paul Chater, Kt., C.M.G.

SECOND STARTER.—Mr. C. H. Ross.

TIME KEEPER.—Mr. T. S. Forrest.

HON. TREASURER.—Mr. C. W. May.

CLERK OF THE COURSE.—Mr. T. F. Hough.

FIRST DAY, 19TH FEBRUARY.

Happy Valley to-day was the Mecca of Hongkong. All sorts and conditions of people journeyed thither, some in the aristocratic sedan chair, some on the humble shanks' mare. In fact, that is one of the beauties of the sport of kings that it can be engaged in by the riff-raff equally with the *bon ton*. And, as usual, the hoi-polloi was in the majority. It invaded the streets, swamped the entrances to the stands, gazed with unaffected pleasure on the scene which annually obstructs business and gives another filip to life, and behaved itself uncommonly well. To the visitor from home, races in the East are apt to be considered flaccid and tame, but a few years' residence in a Crown Colony makes the meeting a well-approved event.

On this occasion there was much to induce the belief that the races, if not actually a failure, would prove greatly inferior to those of former years. In the first place, the "Kings," which is to say the stable of Mr. G. H. Potts, had disappeared. No longer were we to be regaled with the Olympian fights between the Kings and the Roses—not this year, at any rate, for Mr. Potts was absent, and it was breathlessly hinted that the Roses had seen their last day in June. Of course, that was only the idea of the pessimists, who always seem to know more about these things than even Horatio could imagine. But, perhaps, there is a reason why the redoubtable owner of the "Kings" was prevented from coming to Hongkong this year, and that is an event which we were happy to record in our columns the other day.

The "Roses" were there, and Mr. H. N. Mody with them. It is interesting to notice that Mr. H. N. Mody made his first public appearance to-day, after his unfortunate accident sustained some time ago. He looked as bright and fresh as ever, and seemed little the worse for the accident which nearly marred an auspicious event. But besides the "Roses" there were some dark horses which afforded sport and enjoyment to the multitude.

It cannot be said that the weather was ideal; for a wind, which seemed to have had its birth in Newchwang, swept the course and kept the spectators lively. But the course left nothing to be desired, for it was hard, fast and sound; thanks to the care of the clerk of the course, Mr. T. F. Hough. Indeed it was so fast that the first race was finished in almost record time—something like a second would have made it the record since racing has been a recognised feature of Hongkong's social life.

One of the first on the lawn was the Colonial Secretary, the Hon. Mr. F. H. May, C.M.G., but there was no picturesque as the Clerk of the Course, Mr. T. F. Hough, who, in his "pink-un," topboots, top-hat, and all the other etcetera, was the feature of the meeting. The Hon. Mr. W. J. Gresson, in his dark-blue jockey colours, only confirmed the first impression as to the wonderful metamorphosis of the Clerk of the Course.

His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., arrived on the scene just after the second bell had been rung for the first race. His Excellency was accompanied by one of his aides-de-camp, and was received by the Stewards. It must be admitted that Sir Matthew looked wan and pale, due, perhaps, to the chilliness of the weather, for one cannot live in India and the West Coast of Africa for nothing. Still, he was in the greatest of good spirits and his acknowledgment of Sir Paul Chater's reception was marked by that genial *bonhomie* which is characteristic of His Excellency.

Afterwards, the Governor walked round the grand-stand enclosure and greeted practically all those who were not too fascinated by the races then proceeding.

The Governor and party left at the conclusion of the race for the Lusitano Cup.

Without giving away any secrets, it may be whispered that those who saw the comedy, "Facing the Music," recognised the chief exponents of the play again. It would be unfair to give names, but some of the dresses—and it takes a little more than a man, unless he is accompanied by a lady, to "discover" a dress—reminded one vividly of a very pleasant evening. Which all goes to show that the fashion of Hongkong was at the races this forenoon.

Close finishes were conspicuous by their absence. This meeting and honours did not seem to be evenly divided. Mr. G. C. C. Master started badly until the fifth adjournment; but his grand old form, so familiar on the Hongkong turf, reasserted itself and out of the six events recorded below he carried off no less than five firsts and one second.

In passing, a word might be said for the tramway service. Where the Company got the cars from it is impossible to conceive, but there seemed to be more cars on the line than all Hongkong could have afforded. Certainly, they were under the supervision of Mr. A. Course, but the question is: Where have all those cars been hidden? There was not a hitch; not even a stoppage in the running. It was plain straight sailing right along. Mr. Walter Glendinning pretended to do nothing and worked hard, which is the best evidence of ability and efficiency. In every respect the Tramway Company deserves the highest credit for the manner in which they anticipated the needs of the public, and the greatest praise is due to those who were in charge of the arrangements.

A sporting contributor suggests that the entries were small. That may be so; and, pretending to no great lore, so far as horse-racing is concerned, we will admit it as a possible fact. There were small entries and the ponies were absolutely no good—we were told. Again, we would not dispute the critical or the quid-nuncs—but it did not seem so to the majority of people. There were ten running in the first race, but a miserable four in the second. However, in each case a capital showing was made, and the same can be said of most of the following events, although we leave those questions to our sporting representatives.

As the day cleared, the scene in the principal enclosure became more animated, and, enlivened by the strains of the 3rd Middlesex Band, the gathering became more homogeneous. It is quite possible that, despite the absence of the "Kings" and the Governor's ponies there will be a really interesting meeting.

The pari-mutuel was conducted on exactly the same lines as in former years. It speaks much for the organisation when it is mentioned that Mr. I. P. Madar holds the lease from the Stewards of the Hongkong Jockey Club for the fifth year in succession this meeting. That no niggardly policy is adopted to ensure the success which the "Pari" is universally declared to be, it need only be stated that no less than one hundred comprise the receiving and paying out staff of the shroff department, and the accounting and clerical contingent number some thirty-five members. Mr. U. Runjahn is the efficient chief assistant to Mr. Madar as at former meetings.

1.—THE WONG-NEI-CHONG STAKES.—Value \$150. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Half a mile.

Messrs. Parker and Mackie's No Savvy, 10st 12lb (Moller) 1
Mr. G. H. Ross's Ben Wyvis II, 11st 11lb (Johnstone) 2

Mr. F. B. Marshall's Disposer, 11st 11lb (Vida) 3

Messrs. Parker and Mackie's Can Pass, 10st 12lb (Mackie) 0

Mr. A. J. Williams's Brython, 11st 11lb (Large) 0

Mr. Buxey's Small Rose, 10st 12lb (G. C. C. Master) 0

Mr. D. Macdonald's Highland Bonnet, 10st 12lb (Gegg) 0

Mr. E. Goetz's Sanguine, 11st 11lb (Hickman) 0

Mr. Magpie's Cherub, 10st 12lb (Dupree) 0

Father O'Flynn's Dublin, 11st 11lb (Gresson) 0

3 lbs overweight.

Gegg's mount carried 1 lb over and Hickman's Sanguine had an allowance of 5 lb.

Mackie faced Mr. White at the scales as the first jockey and, in quick succession, the riders of Brython and Small Rose. Brython was accompanied to the course by a stable companion. When the starters got to the post Master took up a position by the rails. Highland Bonnet was led up to the starting-post by his master. The start was a bad one, when the flag fell, one of Mackie and Parker's leading from Disposer by a few lengths. Passing the Rock, the first and second ponies changed positions the others in processional order. The race home was a good one. No Savvy overtaking Ben Wyvis when nearing the Judge's box, and won by some six lengths from Ben Wyvis who was second and Marshall's Disposer third.

Time: 1.01.5.

Winner: \$109.

Pari-mutuel: 1st \$6.30; 2nd \$17.10; 3rd \$12.30.

2.—THE VICTORIA STAKES.—Value \$500. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Don't fide griffins on date of entry allowed 5 lb, subscription griffins of this season 1906-1907 allowed 10 lb. Entrance \$50. One mile.

Mr. Copenhagen's Cosmopolitan, 11st 11lb (Zahn) 1

Mr. Buxey's Coronet Rose, 11st 11lb (G. C. C. Master) 2

Mr. John Peel's Caiswold, 11st 11lb (Johnstone) 3

Mr. Brutton's Kingston, 11st 11lb (Vida) 0

With the small field there was no difficulty in getting the quartette away well together. First time passing the Stand the order was Cosmopolitan, Caiswold, Kingston and Coronet Rose last. This order was maintained all the way as far as the hill when Johnstone made an effort to close in with the winner, but Caiswold

would not answer, Kingston meanwhile closing in with him. Cornet Rose now attempted to diminish the distance from the leaders; the bill was negotiated with Cosmopolitan still leading. When Black Rock was passed Cosmopolitan made the best of his lead and Johnston's mount was seen to be gradually dropping out of the race. Cornet Rose overtook him at the village, Kingston being left far behind. The race home was a fine struggle between Zahn and Master, but Cosmopolitan with his advantage just managed to beat Cornet Rose by slightly over a length. Costwold was a bad third.

Time: 2.00 1/5.
Winner: \$32.20.

Parimutuel: 1st \$14.53; 2nd \$11.60.

3.—THE VALLEY STAKES.—A sweepstake of \$10 each with \$300 added. Winner to receive 70 per cent; second 20 per cent; and third 10 per cent. For China ponies; subscription griffins of this season 1906-1907. Weight for inches as per scale. Three quarters of a mile.

Mr. Carruther's Homocoe, 1st 9lb. (Johnstone) 1

Mr. D. Macdonald's Highland Heather, 1st 11lb. (Gegg) 2

Messrs. T. F. Hough and R. Shewan's Invurgie's Hope, 1st 11lb. (Cox) 3

Mr. Buxey's Big Rose, 1st 11lb. (Master) 4

Mr. Hurstham's Wicked, 1st 12lb. (Large) 5

Mr. Stewart's Giff Chance, 1st 11lb. (Gresson) 6

* 3lbs over.

Off Chance started in John Peel's colours.

Six starters. A very small field for the Valley Stakes. Master's mount started the hottest favourite, Johnstone sharing a large amount of public fancy. There was a poor start. Homocoe led the field by several lengths. Off Chance was second, followed by Invurgie's Hope and Big Rose, Highland Heather and Wicked bringing up the rear. Homocoe making the best of the start went past the Rock at a good pace, Big Rose racing hard to catch up to the leaders while Gegg on Highland Heather had the hardest work of the race in making up for the bad start. The order racing down the hill was changed as between Invurgie's Hope and Homocoe, Off Chance giving way to Big Rose and Highland Heather successively. When the village was reached, Homocoe challenging Invurgie's Hope overtook him and romped home an easy winner by several lengths. The favourite, Big Rose, was displaced by Highland Heather, who cleverly ridden by Gegg drew out into the outer course and beat Invurgie's Hope into second place; the latter securing a poor third. Homocoe's time was a fast one, viz. 1.34 4/5 against the Valley winner of last year (Speculation) in 1.39 4/5.

Time: 1.34 4/5.

Winner: \$15.40.

Parimutuel: 1st \$6.40; 2nd \$10.60; 3rd \$11.70.

Betting was as follows:—

Placed Ponies:

Invurgie's Hope 74

Highland Heather 87

Big Rose 245

Homocoe 272

Off Chance 71

Winners:

Invurgie's Hope 33

Highland Heather 34

Big Rose 254

Wicked 14

Homocoe 150

Off Chance 30

4.—THE MAIDEN STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies, *bona fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1906-1907 allowed 7 lb. extra. Entrance \$10. Three quarters of a mile.

Mr. Fas' Marsala, 1st 4lb. (Moller) 1

Mr. John Peel's outdown, 1st 9lb. (Gresson) 2

Mr. Buxey's Dwarf Rose, 1st 12lb. (Master) 3

At the start Southdown had a very slight advantage of his rival Marsala who was the favourite. Negotiating the hill Marsala drew up to Southdown and Gresson had to yield up the premier position by three-quarters of a length to Moller, Master being several lengths behind. Racing to the village and into the straight the contest was quite uninteresting, it being one of the processional order, Marsala gaining his lead which was never challenged. Moller rode his mount quite easily home and won hands down. The race for second place was keenly contested. Southdown eventually beat Dwarf Rose by only a neck. Master appeared out of luck so far this meeting. It looks as if the Derby favourite is going to carry off the blue ribbon of the meeting tomorrow.

Time: 1.34.

Winner: \$50.00.

Parimutuel: 1st \$6.80.

5.—THE FOCHOW CUP.—Value \$300. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Ponies who have run at any previous meeting and not won a race and griffins allowed 5 lb. Subscriptions griffins of this season 1906-1907 allowed 7 lb. Jockeys who have never had a winning mount allowed 7 lb. Entrance \$10. Two miles.

Mr. Buxey's Glorious Rose, 1st 11lb. (Master) 1

Mr. John Peel's Quorn, 1st 10lb. (Gresson) 2

Mr. Brutton's Preston, 1st 10lb. (Vida) 3

Mr. Ellis Kadorie's Indian Chief, 1st 11lb. (Mackie) 4

Mr. Wingard's White Blaze, 1st 11lb. (Cox) 5

Mr. H. P. White's Zapater, 1st 11lb. (Dupree) 6

Mr. Copenhagen's Crisis, 1st 12lb. (Zahn) 7

After the Maiden Stakes there was an adjournment for fifteen minutes. Gresson was the first jockey to be weighed out. The field was one of seven starters, who gave some trouble at the post. When they eventually got away they were well together. Quorn was on the rails, Zapater next him and Indian Chief on the outer course with White Blaze the favourite as his neighbour. The order, when the field passed the Stand for the first time, was Zapater, Quorn, Glorious Rose, the remainder in a bunch and Preston bringing up the rear. For the first half mile the order was little changed. When the first round had been covered the field haggled one another close together, White Blaze being hard held.

When the field galloped past the Judge the second time Zapater led, with Indian Chief and White Blaze neck and neck second and Quorn last. Gresson appeared in a hurry to press his mount. At Bowington, Zapater led from White Blaze and Preston was third. At the Rock, White Blaze led by several lengths, but Master, bent upon retrieving his fortune in the earlier part of the day, pressed Glorious Rose forward and, answering gamely, Rose, who was until now but little observed, shot out from the bunch passing his leaders one by one until he got into second position and making a sweeping pace for the leadership, which he soon secured and raced home as he liked an easy winner. Gresson on Quorn contested the second position in fine style and managed to outpace White Blaze and Preston; White Blaze, to the general disappointment, was not placed. Preston was a good third. Indian Chief last. The win was a popular one for both Mody and Master.

Time: 4.36 3/5.

Winner: \$16.70.

Parimutuel: 1st \$8.30; 2nd \$9.70; 3rd \$18.40.

6.—THE TRIAL PLATE.—Value \$500. Second to receive \$150; and third \$50. For China ponies, *bona fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1906-1907 allowed 7 lb. Winner of the Maiden Stakes 7 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. From the two-mile post once round and in.

Mr. John Peel's Southwold, 1st 9lb. (Johnstone) 1

Mr. Fas' Black Pansy, 1st 9lb. (Moller) 2

Mr. Buxey's Melrose, 1st 12lb. (Master) 3

Mr. Ellis Kadorie's Zulu Chief, 1st 9lb. (Zahn) 4

There were four starters, but five ponies appeared, one ridden by the "boy" leading his stable companion to face the starters. Passing the spectators after the start, Melrose, Southwold and Black Pansy held the positions in the order named. Zulu Chief was last. The order was slightly changed at Bowington when the favourite, Black Pansy, led from the Chief and Southwold third. The position was unchanged for the next furlong, but Master made a bold bid for the lead which he secured for a while emerging from the Black Rock down to the village where Southwold was last and Black Pansy third. But the surprise of the day was to be witnessed in the short race home. Johnstone applying the whip brought Southwold home with a rush and secured the Judge's verdict. White Blaze was a bad second, and Melrose third. The dividend (\$41.50) paid on the winner was the biggest of the day. Johnstone was loudly cheered on being led in.

Time: 2.23 2/5.

Winner: \$41.50.

Parimutuel: 1st \$8.20; 2nd \$5.90.

7.—THE GARRISON CUP.—Presented by the officers of the Garrison. Second to receive \$100; and third \$50. For China ponies, subscription griffins of any season. Weight for inches as per scale. Winners at previous meetings barred. Previous winners at this meeting 7 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One mile.

Mr. Medico's Nigel, 1st 9lb. (Master) 1

When the field galloped past the Judge the second time Zapater led, with Indian Chief and White Blaze neck and neck second and Quorn last. Gresson appeared in a hurry to press his mount. At Bowington, Zapater led from White Blaze and Preston was third. At the Rock, White Blaze led by several lengths, but Master, bent upon retrieving his fortune in the earlier part of the day, pressed Glorious Rose forward and, answering gamely, Rose, who was until now but little observed, shot out from the bunch passing his leaders one by one until he got into second position and making a sweeping pace for the leadership, which he soon secured and raced home as he liked an easy winner. Gresson on Quorn contested the second position in fine style and managed to outpace White Blaze and Preston; White Blaze, to the general disappointment, was not placed. Preston was a good third. Indian Chief last. The win was a popular one for both Mody and Master.

Time: 4.36 3/5.

Winner: \$16.70.

Parimutuel: 1st \$8.30; 2nd \$9.70; 3rd \$18.40.

8.—THE TRIAL PLATE.—Value \$500. Second to receive \$150; and third \$50. For China ponies, *bona fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1906-1907 allowed 7 lb. Winner of the Maiden Stakes 7 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. From the two-mile post once round and in.

Mr. John Peel's Southwold, 1st 9lb. (Johnstone) 1

Mr. Fas' Black Pansy, 1st 9lb. (Moller) 2

Mr. Buxey's Melrose, 1st 12lb. (Master) 3

Mr. Ellis Kadorie's Zulu Chief, 1st 9lb. (Zahn) 4

There were four starters, but five ponies appeared, one ridden by the "boy" leading his stable companion to face the starters. Passing the spectators after the start, Melrose, Southwold and Black Pansy held the positions in the order named. Zulu Chief was last. The order was slightly changed at Bowington when the favourite, Black Pansy, led from the Chief and Southwold third. The position was unchanged for the next furlong, but Master made a bold bid for the lead which he secured for a while emerging from the Black Rock down to the village where Southwold was last and Black Pansy third. But the surprise of the day was to be witnessed in the short race home. Johnstone applying the whip brought Southwold home with a rush and secured the Judge's verdict. White Blaze was a bad second, and Melrose third. The dividend (\$41.50) paid on the winner was the biggest of the day. Johnstone was loudly cheered on being led in.

Time: 2.23 2/5.

Winner: \$41.50.

Parimutuel: 1st \$8.20; 2nd \$5.90.

9.—THE GARRISON CUP.—Presented by the officers of the Garrison. Second to receive \$100; and third \$50. For China ponies, subscription griffins of any season. Weight for inches as per scale. Winners at previous meetings barred. Previous winners at this meeting 7 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One mile.

Mr. Medico's Nigel, 1st 9lb. (Master) 1

Mr. W. G. Clarke's Vagabond, 1st 7lb. (Clarke) 2

Messrs. T. F. Hough & R. Shewan's The Skein Dhu, 1st 11lb. (Cox) 3

Mr. Buxey's Autumn Rose, 1st 11lb. (Gegg) 4

Mr. Magpie's Saladin, 1st 12lb. (Lupree) 5

Messrs. Parker & Mackie's Canaris, 1st 11lb. (Johnstone) 6

Messrs. Parker & Mackie's No Wanchee, 1st 12lb. (Mackie) 7

Mr. John Peel's Bilsdale, 1st 11lb. (Gresson) 8

Mr. Leland's Robbie, 1st 12lb. (Moller) 9

* 2 lbs. over.

† 5 lbs. allowed.

To a capital start the field was got off together without much difficulty. Autumn Rose and No Wanchee headed the field in front of the Stand and Saladin third. The Skein Dhu was last. At Bowington No Wanchee still led, Saladin was second and Nigel, who was the favourite, was fifth. Gegg urged on his mount and for a time until before the village was reached held the coveted lead which he had soon to forego to Nigel, Master bringing him up in an undeniable manner. Once at the fore the race was Nigel's, Autumn Rose being soon out of it ending fourth in the race. The home straight witnessed the finest finish of the day for second position. Vagabond won the second place off The Skein Dhu, who was a splendid third.

Time: 2.11.

Winner: \$9.80.

Parimutuel: 1st \$6.20; 2nd \$14.90; 3rd \$12.60.

10.—THE LUSITANO CUP.—Presented by the members of the Club Lusitano. For China ponies, *bona fide* griffins on date of entry. Second to receive \$100; and third \$50. Weight for inches as per scale. Subscription griffins of this season 1906-1907 allowed 7 lb. Previous winners 7 lb. extra. Entrance \$10. One mile.

Mr. Buxey's Spring Rose, 1st 11lb. (Master) 1

Mr. G. H. Ross's Ben-Eion, 1st 12lb. (Dupree) 2

Mr. Ellis Kadorie's Manchurian Chief, 1st 12lb. (Moller) 3

Mr. John Peel's Beaufort, 1st 12lb. (Gresson) 4

Messrs. T. F. Hough and R. Shewan's The Pride of Cadzow, 1st 11lb. (Cox) 5

* 1 lb. over.

Another excellent start. Beaufort on the rails, Manchurian Chief next and The Pride of Cadzow on the outer course. Manchurian Chief led with Ben Eion in attendance and Beaufort third place. Cadzow and Spring Rose got together at the rear. The order was maintained all the way up to Bowington Gate and passed the Football stand. The leaders then reduced the distance between them as far as the village. Rose was still last. Ben Eion soon caught up to Manchurian Chief who before the bend was passed had to yield to the favourite. Master steering well but into the outer course made a fine dash and in the straight overtook Ben Eion passing the Judge's Box an easy winner amidst applause. This was his third win for the day. Ben Eion was second, and Manchurian Chief third.

Time: 2.07 3/5.

Winner: \$14.80.

Parimutuel: 1st \$8.10; 2nd \$8.10.

11.—THE HONGKONG CLUB CUP.—Presented by the members of the Hongkong Club. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Griffins of this season 1906-1907 allowed 10 lb. Previous winners at this meeting 5 lb. extra. Entrance \$15. One mile and a half.

Mr. Buxey's Triumph Rose, 1st 11lb. (Master) 1

Mr. F. B. Marshall's Tip Cat, 1st 11lb. (Vida) 2

Mr. Fas' Comanche, 1st 11lb. (Moller) 3

Mr. Brutton's Kingston, 1st 11lb. (Owner) 4

Mr. John Peel's Ard Patrick, 1st 11lb. (Gresson) 5

(Gresson) 6

Triumph Rose on the rails, Comanche next, with Tip Cat, Ard Patrick and Kingston on the outer course. On the fall of the flag Tip Cat led the field with Comanche second, Kingston third, Triumph Rose fourth and Ard Patrick some little distance behind. Tip Cat forced the pace from the start and increased his lead on passing the Stand, pursued by Kingston and Triumph Rose third. Gresson's mount was quite out of the race. This order was maintained to the Gate when Triumph Rose, masterly ridden, gradually drew up to Tip Cat and left him behind on going up the hill. The race down the Rock saw Rose first, Tip Cat second and Comanche third. Ard Patrick sadly disappointed his numerous backers in failing to respond to Gresson's call, finishing the race last. Master won on Triumph Rose hands down from Tip Cat second and Comanche third.

Time: 3.15.

Winner: \$9.

Parimutuel: 1st \$6.90; 2nd \$10.90.

12.—THE RACING STAKES.—Value \$100. Second to receive \$50; and third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Previous winners barred. Unplaced runners and jockeys who have never had a winning mount allowed 5 lb. Allowances accumulative. Entrance \$10. Five furlongs.

Mr. C. P. Chater's Rust, 1st 9lb. (Master) 1

Mr. F. B. Marshall's Disposer, 1st 11lb. (Vida) 2

Mr. D. Macdonald's Highland Bonnet, 1st 9lb. (Clarke) 3

Thirteen starters. Won by Rust, Master up.

Time: 1.19.

Winner: \$11.20.

Parimutuel: 1st \$5.90; 2nd \$10.40; 3rd \$26.90.

TO-MORROW'S EVENTS.

The programme of events for to-morrow is as follows:—

1.—THE JOCKEY CUP.—Value \$300. Second to receive \$100; and third \$50. For China ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Previous winners barred. Entrance \$10. Once round.

2.—THE EXCHANGE PLATE.—Value \$1,000. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb. extra; of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscriptions griffins of this season 1906-1907 allowed 10 lb. Unplaced runners allowed 5 lb. Entrance \$15. From the two-mile post once round and in.

3.—THE HONGKONG DERBY.—A sweepstake of \$20 each with \$1,500 added. (Half forfeit if declared on or before day of closing entries.) For China ponies, *bona fide* griffins on date of entry. First pony to receive 70 per cent; second 20 per cent; and third 10 per cent. Weight for inches as per scale. One mile and a half. (Nominations to close to the Clerk of the Course at the Hongkong Club House on Saturday, 5th January, 1907.)

4.—THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

5.—THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb. extra; of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscriptions griffins of seasons 1905-1906 and 1906-1907 allowed 10 lb. Entrance \$10. Five furlongs.

6.—THE PROFESSIONAL CUP.—Value \$50. Presented. Second to receive \$100; and third \$50. For griffins on date of entry and ponies that have never won a race. Subscription griffins of this season 1906-1907 allowed 5 lb. Weight for inches as per scale. Previous winners barred. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One mile.

7.—THE CHALLENGE CUP.—Value one hundred guineas. For China ponies. A forced entry of \$10 each, but optional to China ponies subscription griffins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the *bona fide* property of the same owner or owners. Winner to receive \$300 and 70 per cent, second \$100 and 30 per cent, and third \$50 and 10 per cent of the entrance fees until the Cup is finally won, when the second pony will receive 75 per cent, and third pony 25 per cent of the entrance fee. One mile and three quarters.

8.—THE NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150; and third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Winner of the German Cup 10 lb. extra. Other winners 7 lb. extra. Entrance \$10. From the two-mile post once round and in.

9.—THE PARSEK CUP.—Presented by the Parsek community. Value \$350. Second to receive \$100; and third \$50. For China ponies *bona fide* griffins on date of entry. Weight for inches as per scale. Winners of

one race at this meeting 7 lb. extra; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb. Entrance \$10. One mile and a quarter.

10.—THE GYMKHANA CLUB CUP.—Value \$50. Presented by the members of the Gymkhana Club. Second to receive \$100; and third \$50. For all China ponies that have been entered at any Gymkhana meeting or meetings of the season 1906, and subscription griffins of this season 1906-1907. Weight to 11 lb. Winners of any race other than races confined to subscription griffins 7 lb. extra; of a subscription griffins race 2 lb. extra. Subscriptions griffins of this season 1906-1907 allowed 7 lb. Previous winners at this meeting barred. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Three quarters of a mile.

"TIPS."

The "tips" for to-morrow's racing are as under:—

The Jockey Cup: 1.—Brython. 2.—Wicked. 3.—Robbie.

The Exchange Plate: 1.—Coronet Rose. 2.—White Blaze. 3.—Cotswood.

The Hongkong Derby: 1.—Marsala or Spring Rose. 2.—Black Pansy. 3.—Pride of Cadzow.

The German Cup: 1.—Nigel or Homocoe. 2.—Highland Heather. 3.—Rust.

The Gold Coast Cup: 1.—Manchurian Chief. 2.—Cosmopolitan. 3.—Cotswood.

The Professional Cup: 1.—Blue Nile. 2.—Zulu Chief. 3.—Ben Eion.

The Challenge Cup: 1.—Glorious Rose. 2.—Tip Cat. 3.—Preston.

The Navy Cup: 1.—Vagabond. 2.—Wicked. 3.—Brython.

The Parsek Cup: 1.—Ben Eion. 2.—Southdown. 3.—Melrose.

The Gymkhana Club Cup: 1.—Kingston. 2.—Big Rose. 3.—Pathan.

THE PROPHET.

TYPHOON DAY.

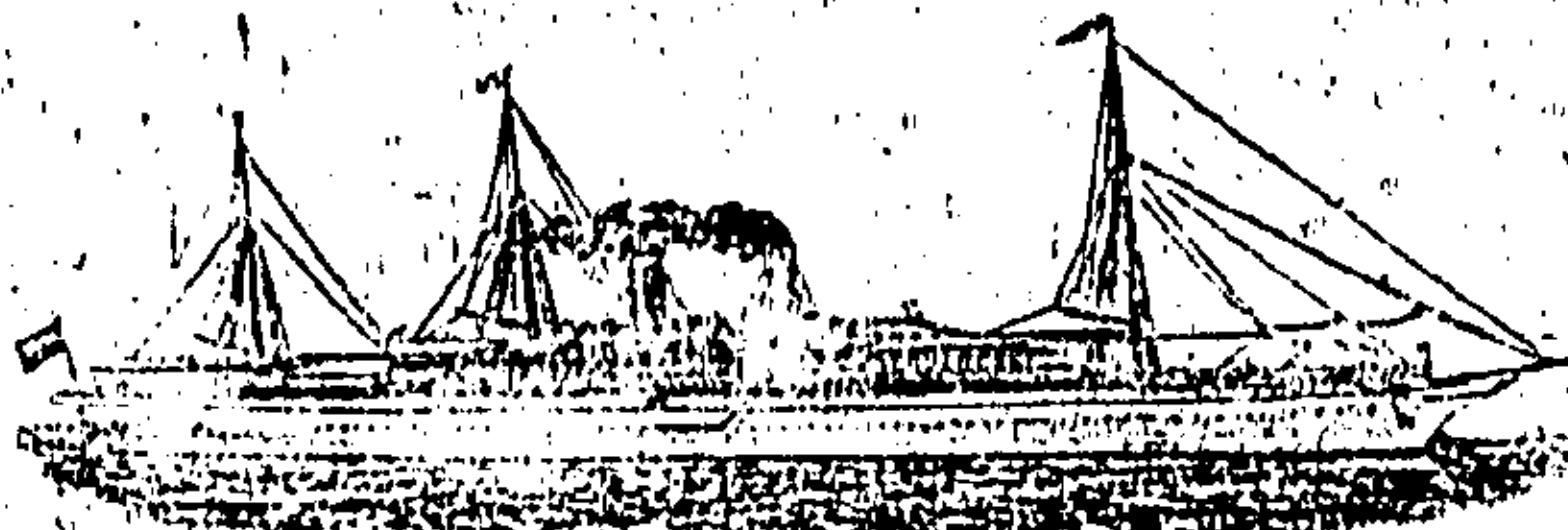
ANOTHER VICTIM CLAIMED.

It was with much regret we received a communication, just as we had gone to press last evening, asking us to announce the death, which took place at Home at her brother-in-law's residence, of Mrs. F. W. Maxfield, widow of Captain Maxfield, who was one of the first victims of Typhoon Day, being drowned in the harbour, when his vessel, the s.s. *Hongkong* foundered, the body being subsequently recovered and laid to rest in Happy Valley. The death of Captain Maxfield, under such tragic circumstances, was a terrible shock to his wife, from which, for her little daughter's sake alone, she made strenuous efforts to rally, with but indifferent success. Mrs. Maxfield and the child only arrived in the Colony from Home, to join Captain Maxfield, last summer, and had been with him but a few short months when one of the happiest of homes in the suburbs was broken up by the tragic death of the husband and father. The deceased lady by her kindly, gentle nature, had endeared herself to a circle of warm friends, to whom the news of her untimely death, at so early an age, has come as a very great shock, while the deepest sympathy is felt for the little orphaned daughter who has lost, within but a few months of each other, her most devoted parents, and for the friends and family of the deceased lady at home.

MORTALITY STATISTICS.

At the meeting of the Sanitary Board held yesterday afternoon, the subject of the mortality statistics caused much discussion, when Mr. Humphreys stated that he ascertained from the Colonial Secretary's office that the statistics were based on the estimated population. The estimated population last year was short of the actual population by something like 10,000 people. That was to say that in the report on the health and condition of the Colony in 1905 the estimated population was given at something over 50,000 more than the actual, consequently that would considerably throw out all the figures in the mortality statistics. It seemed to him that we had been living in a fool's paradise for some two or three years. Whenever any complaint had been made about our drastic Health Ordinance it had always been met with the answer:—

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"ATHENIAN" 3,882	WEDNESDAY, February 20th..... March 16th
"MONTEAGLE" 6,163	WEDNESDAY, February 27th..... March 23rd
"EMPEROR OF JAPAN" 6,000	THURSDAY, March 14th..... April 1st
"TARTAR" 4,435	WEDNESDAY, March 27th..... April 20th
"EMPEROR OF CHINA" 6,000	THURSDAY, April 11th..... April 29th
"EMPEROR OF INDIA" 6,000	THURSDAY, April 25th..... May 13th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at HANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Patrial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 1/2 days, from YOKOHAMA, and 29 1/2 days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. £42.
R.M.S. "MONTAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and ALL ROUND THE WORLD SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, KUMSANG	WEDNES., 20th Feb., Noon.
SHANGHAI VIA SWATOW.....	KWONGSANG	THURS., 21st Feb., daylight.
MANILA.....	LOONGSANG	FRIDAY, 22nd Feb., 4 P.M.
TIENTSIN.....	CHEONGSHING	SATURDAY, 23rd Feb., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tiensin, and Yangtsze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th February, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI.....	"KIUKIANG"	22nd February, 4 p.m.
MANILA.....	"TAMING"	26th " "
CEBU and ILOILO.....	"KAIFONG"	26th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	8th March, " "
YOKOHAMA and KOBE.....	"CHANGSHA"	18th " "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th February, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RURI.....	2540	R. Almond.....	MANILA	SATURDAY, 23rd Feb., at Noon.
ZAFIRO.....	2540	R. Rodger.....	"	SATURDAY, 2nd Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th February, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	Arrival
"LOWTHER CASTLE".....	The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHENANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well-ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH, in addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HABSBURG..... 3rd March.	SAXONIA..... 24th February.
RHENANIA..... 1st April.	SCANDIA..... 16th March.
HOHENSTAUFEN..... 30th April.	SLAVONIA..... 20th March.
SILESIA..... 31st May.	BRASILIA..... 24th March.
SCANDIA..... 30th June.	HABSBURG..... 5th April.
Hongkong, 9th February, 1907.	BEUGRAVIA..... 19th April.

* Call at Lisbon.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."

Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 15th February, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belton, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 15th February, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at through rates to Tawao, Lahad Datu, Labuan, Jolo, Menado and Zamboanga.

THE Steamship

"BORNEO."

Captain F. Semblin, (ready to load on Friday, the 22nd instant) will leave on SATURDAY, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 18th February, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASTER CASTLE" 12th March.

S.S. "LOWTHER CASTLE" 31st March.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 29th January, 1907.

To Let.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of 5 Rooms, with Out-houses, occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VOGUES ROAD including a Strong Room and Servant's Quarters.

ROOMS on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 4th February, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 22nd January, 1907.

TO LET.

IMMEDIATELY the capacious premises on the Ground Floor of No. 2, PEDDAR STREET, at present occupied by Messrs. HARRIS KEENEY & Co., LTD.

Apply to—
GILMAN & Co.,
Hongkong, 22nd January, 1907.

TO LET.

IN AUSTIN AVENUE, KOWLOON, Nos. 2, 6, and 7.

From 1st March, 1907.
Apply to—
COMPRADORE DEPARTMENT,
E. D. SASSOON & Co.,
Hongkong, 12th February, 1907.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—
HO TUNG,
Compradore Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1905.

TO LET.

FOUR-ROOMED HOUSES at PRAVA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 2nd January, 1907.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in RIPON TERRACE.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG-NEI-CHONG ROAD FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 15th February, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamshien, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th December, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1906.

PRINCE AS MOUNTAIN CLIMBER.

DUKE OF THE ABRUZZI ON RUWENZORI.

TRIBUTE TO THE DARING YOUNG ROYAL EXPLORER.

We take the following from the Morning Leader of 14th ult:—

The Royal Geographical Society had to refuse many thousands of tickets for admission to hear the Duke of the Abruzzi describe his exciting adventures in climbing the Ruwenzori range, the famous African mountains, and planting the Italian flag on the summit. The lecture was delivered in the Queen's Hall on Saturday evening in the presence of King Edward and the Prince of Wales, and a large and fashionable audience that filled the building in every part. At its close the King paid an eloquent tribute to the courage and skill of the young royal explorer.

To illustrate the lecture, a number of excellent views were thrown on a large limelight screen, on each side of which were suspended the British and Italian flags. All the whole front of the platform was banked with ferns, palms, and flowers.

As brilliant an audience as has been seen in the Queen's Hall during recent years occupied the ground-floor stalls. The company on the platform included Sir George Taubman Goldie, president of the Royal Geographical Society, the Italian and Japanese Ambassadors, the Serbian, Belgian, and Danish Ministers, the Marquess of Ripon, Earl of Warwick, Lord Scarborough, Lord Kinnaird, Sir Clement Markham, Admiral Fremantle, and representatives of the principal Embassies and Legations in London.

THE ROYAL PARTY.
At nine o'clock the royal party, wearing evening dress, entered the hall, the audience standing until the King and the royal personages had taken their seats.

Sir George Taubman Goldie, at the outset, said that was the first occasion that the society had ever been honoured by the presence at their meetings of their sovereign.

The Duke of the Abruzzi, who spoke in excellent English, has a good oratorical gift, and his voice reached to every part of the large building.

His Majesty and the Prince of Wales, seated in chairs at the right of the lecturer, half facing the audience and half facing the screen, followed the various incidents, described with close interest.

EARLIEST SIGHTERS OF THE MOUNTAIN.
The Duke described his exploration of the summits known as the Ruwenzori Mountains, situated in Central Africa between two of the great lakes of the Nile sources—Albert and Albert Edward. The range was probably seen for the first time by Europeans by Sir Samuel Baker in 1854, and later by Gessi in 1856.

Neither traveller formed any exact idea of the importance of the range, however, and to Sir Henry Stanley was reserved the distinction of being its true discoverer.

Stanley not only saw the mountain range to the south from Lake Albert, but in the following year traversed its western slopes. Stanley received many different answers to his inquiries as to the name locally given to these white mountains. Amongst the various native designations he chose that of Ruwenzori, which in the language of Misora meant "rain-maker." Ruwenzori was the only snowy range in the Nile basin, and therefore the only mountain that met Ptolemy's statement that the Nile was fed from mountain snows.

THE LATEST EXPEDITION.

After describing the numerous attempts made to reach the summit of the mountain, the Duke told how he left Naples on 16 April last year, accompanied by several Italian zoologists and botanists, in order to reach the mountain by June or July, when the rainfall was less persistent.

The complete camp material was divided into 114 cases, each weighing 50lb. The provisions were divided into 80 cases, each of 50lb, so arranged as to be carried by porters on their head.

After 50 days' travel and a journey of 6,000 miles they arrived at the foot of the range, having travelled to Mombasa and thence overland via Entebbe by railway, caravan, and on foot.

On 9th June their little camp was all movement, and the Duke, with his Alpine guides and native porters, set out to reach the watershed. At 13,780ft., a greater height than the natives had ever reached before, the Duke was compelled to leave them. Clouds camp up, and the party were forced to camp.

RACE FOR THE SUMMIT.

Next day, favoured by fine weather, the royal traveller and his party reached the crest of the mountain in three-quarters of an hour over slightly crevassed snow slopes.

"This three-quarters of an hour," declared the Duke, "seemed to me a century, and I pressed the guides to a pace which brought us all breathless to the top at dawn. The cloudless sky allowed us to see all the snowy peaks which constitute the loftiest part of the chain."

During the three following days, however, the party were unable further to explore the route by which to reach the saddle between the two highest peaks, dark fog and rain holding them prisoners in a narrow dungeon where their camp was pitched. After great difficulties and trials the party reached the foot of the desired peaks, and after successfully negotiating a steep snow slope mounted the ridge.

MEMORY OF TWO NATIONS.

"The ridge was ours," said the Duke, "and at the same time the top. To these summits, the only ones in view, I gave the names of Margherita and Alexandra, in order that under the auspices of the two royal ladies the memory of two nations might be handed down to posterity—of Italy, the name of which resounded for the first time on these snowy mountains, and of England, which in its marvellous colonial expansion carries civilisation to the slopes even of these remote mountains."

Other peaks were named after the King and Queen of Italy and after King Edward, while the names of previous explorers were also used to distinguish others. Altogether, the range consisted of six principal groups.

CLIMBED SIXTEEN PEAKS.

After being in the region of the mountains for 35 days, during which time the Duke climbed 16 peaks, the party retraced their steps to the coast by the way they came, and landed at Mombasa on 13 Sept.

The Duke attributed the success of the expedition to the fact that the party travelled very lightly equipped. In concluding, he thanked the British Government and the local authorities of British East Africa and Uganda for the facilities granted him.

KING EDWARD'S TRIBUTE.

At the conclusion of the lecture, King Edward rose immediately, and addressing the Duke and the audience, said:

I feel convinced that I am expressing the wishes of the Royal Geographical Society, as well as those of this large assembly to-night, when we tender thanks to his Royal Highness the Duke of the Abruzzi for the interesting and exhaustive lecture which he has just given us.

He has travelled a long way for this purpose, and it has been no doubt a great strain on his voice; but I feel sure that all of us will go home fully impressed with the admirable manner in which this expedition was fitted out and the successful results which it has attained.

We have been interested and helped by the lantern slides, which have been taken from the splendid photographs of the distinguished Mr. Sella, who accompanied the Duke on this expedition, and I am sure everything we have seen has brought before us as vividly almost as if we had been with him the adventures and the successful adventures—which he endured, and the success in surmounting those high peaks of the Ruwenzori.

But his Royal Highness is a great traveller and a great explorer. He has done more than even he has told us to-night. If I refer back ten years ago he organised an expedition to attempt to ascend the still unclimbed peak of Kinchinjunga, the second highest mountain in the world, but owing to the outbreak of plague in India difficulties arose which led him, I believe, to leave Darjeeling, and turn his attention to Mount Elias, in Alaska, over 18,000 feet in height, which he was the first to ascend.

In 1899 and 1900 the Duke led an admirably organised expedition in an attempt to reach the North Pole. One branch of this expedition attained a latitude 30 miles nearer to the Pole than the record established by Nansen, and not far short of the latitude which has since been attained by Commander Peary.

Our distinguished lecturer is, fortunately for him, a young man, and I hope he has a long life before him in which he will continue to make explorations which are of such value both to science and geography.

GOOD FRIENDS AND ALLIES.

He belongs also to an illustrious and distinguished race—I am happy to think good friends and allies of ours. (Cheers.)

Above all things, he possesses great courage, great coolness, and great will. This will, I am sure, carry him through any further expeditions or explorations he may make.

I thank him again in the name of us all for his lecture, and I wish him continued success in the course of any future expedition he may attempt.

His Majesty's speech, which was of quite an impromptu character, was received with loud cheers.

THE DUKE'S REPLY.

The Duke of the Abruzzi, in reply, said:

May it please your Majesty, I am very deeply moved by the presence of your Majesty, and by the flattering words you have just addressed to me. No praises could be more gratifying than those coming from King Edward the Seventh, the Sovereign of the nation which has always taken the lead in every kind of daring discovery and geographical enterprise, over land and on sea, from the Equator to the Pole. The reception given to me in this country by your Majesty and by your Royal Highness the Prince of Wales and by the Geographical Society will remain one of the dearest recollections of my life, and be deeply appreciated by all Italians.

The audience remained standing while the royal party left.

Ships Passed The Canal.

22nd January—Benlog, Flinthkirk, Dunblair, Glauco, Manila. 25th January—Roon, Radnorshire, Slavonia, Suvia, Tonkin, Prinz Eitel, Friedrich, Kanakura Maru. 29th January—Kunang, St. Polyphemus, Tenkai, Brunshite, Drumgill, Ethantara, Glenisra, Radara, St. Domingo, St. Patrick. 1st February—C. Ferd. Laus, Calchas, Dardanus, Verona, Yarra, Namur, Nile. 5th February—Benlawers, Benlomon, Kemum, Persia, Alderney, Bluecross, Habib, Libria, Siberia. 8th February—Coylon, Antenor, Ernest Simons, Hlachi Maru, Sanuki Maru, Amberton, Bellarophon, Hohenstaufen, Kwongong, Prinz Ludwig, Vandalla. 12th February—Neptun, Brachvogel, Franz Ferdinand, 15th February—Salasie, Onufa, Agamemnon, Ping Sui, St. George, Nubla, Rivierlyde.

Arrivals at Home—22nd January—Polynesian, Sthonia, Trieste, Prinz Regent Luilbold. 25th January—Merionethshire, Myrmidon. 28th January—Maragon. 29th January—Rhanania. 1st February—Glenayon, Prinz Eitel, Friedrich, Yeddo, Benmohr, Braemar, Pak Ling. 4th February—Formosa. 5th February—Kensha, Sigovla, Yarra, Rymura Maru. 12th February—Glauco, St. Ethanara. 15th February—C. Ferd. Laus, Flinthkirk, Kemum,

100-443887-100

Ships.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PRASIAN GULF, CONTINENTAL AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"
Captain T. H. Hide, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 23rd February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Brilliant*, 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on 6th April, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 16th February, 1907. [12]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"
will be despatched for the above Ports, on TUESDAY, the 26th February.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th February, 1907. [130]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, CALLAO
AND IQUIQUE VIA
JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

Steamers Tons To sail

"GLENFARG" 4,000, March 26, at Noon

"KASATO MARU" 6,100, April 25, at Noon

Taking Freight and Passengers to other
Eastern and Western Coast ports of South
America in connection with Steamers of the
Pacific S. N. Co.

The above Steamers have splendid Accom-
modation and are fitted throughout with
Electric Light. A duly-qualified Surgeon is
carried on each boat.

K. MATSUDA,
Manager,
York Building.

Hongkong, 8th February, 1907. [15]

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "AUSTRALIEN,"

Captain H. Verrou, will be despatched for

MARSEILLES on TUESDAY, the 5th March,

at 1 P.M.

Passage tickets and through Bills of Lading

issued for above ports, and for Australia with

prompt transhipment at Colombo.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:—

S.S. *TONKIN* 19th March.

S.S. *ERNEST SIMONS* 2nd April.

S.S. *POLYNESIE* 16th April.

S.S. *YARRA* 30th April.

S.S. *SALAZIE* 14th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th February, 1907. [10]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Tremont 9,606 T. W. Garlick, 23rd Feb.

Lyra 4,417 H. C. Armstrong

Shawmut 9,606 E. V. Roberts

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to
DODWELL & CO. LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 15th February, 1907. [12]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906. [36]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$11,000,000 \$200,000	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 2/3 = } \$24.33 making \$40.84 for 1906	4 1/2 %	{ \$86 b; ex div. London £108
National Bank of China, Limited	99,925	£7	£6	\$12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1903		\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$295 sellers
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended } 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 £40,000 \$33,131 \$1,153,844 \$569,279 \$80,000 \$61,778 \$1,000,000 \$200,000 \$2,616	\$2,742,271	Interim div. of 1/30 for 1905	5 %	\$820 buyers
Yangtze Insurance Association, Limited	5,000	\$100	\$60	\$1,153,844 \$61,778 \$1,000,000 \$200,000 \$2,616	\$508,334	\$12 and 1/2 special dividend 1905	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$200,000 \$2,616	\$344,008	\$2 for 1904	6 %	\$100
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	6 1/2 %	\$385
SHIPPING.								
China and Manilla Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,638 \$93,582 \$50,000 \$600,000 \$144,386 £120,000 £380,958 £1,999	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$264,638 \$93,582 \$50,000 \$600,000 \$144,386 £120,000 £380,958 £1,999	Nil.	\$2 1/2 for year ended 30.6.1906	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$600,000 \$144,386 £120,000 £380,958 £1,999	20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$30 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£120,000 £380,958 £1,999	£24.2	10/- @ ex. 2/1 9/16 = \$1.69	5 1/2 %	\$86
Shanghai Tug and Lighter Company, Limited	200,000	\$50	\$50	\$20,000 £400,000 £1,000,000	21,356	{ Interim div. of Tls. 2 1/2 } Interim div. of Tls. 2 1/2 a/c 1906	9 1/2 %	Tls. 65 sellers
Do. (Preference)	100,000	£1	£1	£400,000 £1,000,000	107,815	1/- (Coupon No. 7) for 1906	6 1/2 %	Tls. 60 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£4,144 £105,000 £30,947 £1,000,000 £200,000 £2,616	1218	{ \$1.50 } for year ending 30.4.1906	5 1/2 %	\$30 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$30,947 £1,000,000 £200,000 £2,616		{ \$0.75 } for year ending 30.4.1906	3 1/2 %	\$20 buyers
Taku Tug and Lighter Company, Limited	10,000	\$10	\$10	Tls. 304,479 Tls. 48,000 Tls. 81,200	13,013	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 49 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000 \$450,000 \$86,129	40,914	Final of \$15 making \$25 for 1905	19 %	\$129 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$2 for 1905		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8%) for year ending 31.8.06	5 1/2 %	Tls. 75 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£110,000 £26,011	£12,546	{ Final of 1/- (No. 7) making 2/- for year } ended 30.6.1906	5 1/2 %	Tls. 12 buyers
Oriental Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G. \$909,050	Interim of 50 cents for account 1906	10 %	G. \$10
Perth Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£8,745	No. 12 of 1/- = 48 cents		\$18 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	5 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$10	\$10	\$100,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$94 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$392,087	\$5 for first half-year ending 30.6.06	8 1/2 %	\$140 buyers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$88,000 \$2,221	\$2,221	\$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210 Tls. 57,005	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 102 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,005	Tls. 57,005	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 235 buyers
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	none	none	none		Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 240 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 105 sa. & b.
Star House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$50,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$29 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	none		\$7 on \$7 1/2 for 1905		\$16 buyers
Do. (Founders)	123	\$15	\$15	none		None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$684,075 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$123 sa. & b.
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000 Tls. 29,783	\$56,218	Final div. of \$3 making \$7 for 1906	6 1/2 %	\$107 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 225,000 Tls. 29,783	Tls. 1,935	Final of 6% = 10% for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,609	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386 \$50,000	\$11,167	80 cents for 1906	7 1/2 %	\$11.20 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37 1/2
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	{ Tls. 106 sales Tls. 65 sellers \$104 sales
Do. do. (new issue)	25,000	Tls. 50	Tls. 50	none	\$1,319	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	
West Point Building Company, Limited	12,500	\$50	\$50	none				
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	Tls. 150,000 Tls. 45,939	\$21,660	\$1 1/2 for the year ending 31.7.06	10 1/2 %	\$11 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	9 1/2 %	Tls. 64 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	6 %	Tls. 132 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	6 1/2 %	Tls. 360 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$97 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	\$1,856	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,097	\$3 for 1905	10 %	\$30
China-Borneo Company, Limited	60,000	\$10	\$10	none	Nil.	\$1 for 1904		\$10
China Light and Power Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 500,000	Tls. 588	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 57 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	9 1/2 %	\$68
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$115,000 \$50,000	\$855	80 cents for 1906	9 1/2 %	\$54
Green Island Cement Company, Limited	200,000	\$10	\$10	\$500,000 \$500,000	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$104 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	{ \$1.00 } { 65 cents } for 10 months ending 28.2.06	7 1/2 %	\$15 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$15
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	Int. div. of \$4 for 1-year ended 30.6.06	7 1/2 %	\$250 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$88	\$9 for 1905 on 5 shares	8 1/2 %	\$21
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,503	Tls. 10,374	Final of 50 cents making \$1 for the year	15 1/2 %	\$6 1/2
Philippine Company, Limited	65,500	\$10	\$10	none	Dr. P. 34,324	None		Tls. 262 1/2 buyer
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	none		Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	{ Tls. 109 buyers Tls. 106 1/2 b.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	17 %	Tls. 34
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 %	Tls. 100 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 315
South China Morning Post, Limited	7,200	£20	£15	none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906		Tls. 285
Steam-Laundry Company, Limited	6,000	\$25	\$25	none	\$214	None		\$25 sales
Tientsin Waterworks Company, Limited	20,000	\$5	\$5	none		30 cts. (old) & 15 cts. (new) year ended 31.5.06	5 1/2 %	\$5 1/2
United Asbestos Oriental Agency, Limited	7,000	Tls. 100	Tls. 100	Tls. 15,195 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
Do. (Founders)	9,900	\$10	\$10	\$25,000	\$752	{ 70 cents } { \$9.90 } for year ended 31.5.1906	8 1/2 %	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Interim of 40 cents for account 1906	8 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	{ Final of 30 cts. making 80 cts. for the } year ended 30th June, 1906	10 1/2 %	\$7 1/2 buyers
DIVIDENDS PAYABLE:—								
Shanghai Land Investment Co.						Tls. 4 1/2		February 20th
Hongkong and Whampoa Dock Co., Ltd.						\$6.00		" 25th
Lau Kung Mow Cotton Co.						Tls. 8.00		" 20th
Soy Chee Cotton S. Co., Ltd.						Tls. 50		March 5th